

# Hongkong Daily Press.

ESTABLISHED 1857.

No 13,269 號玖十陸百貳千壹萬壹第 日五拾月捌年六十二緒光 HONGKONG, TUESDAY, SEPTEMBER 18TH, 1900. 式拜禮 號捌十月玖年百九千壹英港 價銀 \$2 PER MONTH

New Advertisements will be found on page 4.

**THE MALARIAL MOSQUITO**  
IS EFFECTUALLY  
EXTERMINATED BY  
THE JUDICIOUS USE OF  
**WATSON'S HYGIENOL.**

**A. S. WATSON & CO. LIMITED.**  
ESTABLISHED 1841.

**CUTLER, PALMER AND CO.**  
WINE SHIPPERS SINCE 1815.  
Who have consigned their Brands to Hongkong  
for over half a century.  
Apply to G. C. ANDERSON,  
Hongkong, 13, Praya Central

**LANE, CRAWFORD & CO.**  
HONGKONG, 13, Praya Central

**JOHN WALKER & SONS' FAMOUS KILMARNOCK WHISKY.**  
This World-renowned  
Fine Old Highland Whiskies are shipped  
by CUTLER, PALMER & CO., and  
are obtainable in Hongkong of  
G. C. ANDERSON,  
No. 13, Praya Central  
Hongkong, 20th July, 1897.

**CUTLER, PALMER & CO.'S**  
PRICE \$10.75 PER DOZEN  
NET

**"SPECIAL BLEND" WHISKY**  
Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies  
Apply to  
SIEMSEN & CO. Hongkong.

**HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.**  
TIME TABLE  
WEEK DAYS  
7.30 a.m. to 8.30 a.m. Every quarter of an hour  
8.30 a.m. to 9.30 a.m. Every ten minutes  
9.30 a.m. to 10.45 a.m. Every quarter of an hour  
11.30 a.m. to 3.30 p.m. Every quarter of an hour  
3.30 p.m. to 6.30 p.m. Every quarter of an hour  
6.30 p.m. to 8.00 p.m. Every ten minutes  
Night cars at 8.45 p.m. and 9 p.m. and from  
9.45 p.m. to 11.45 p.m. every half hour.  
SATURDAYS  
8.15 a.m. to 10.15 a.m. Every half hour  
10.30 a.m. to 11.00 a.m. Every ten minutes  
11.00 a.m. to 2 p.m. Every quarter of an hour  
2.45 p.m. to 8 p.m. Every quarter of an hour  
Night cars at 8.45 p.m. and 9 p.m. and from  
9.45 p.m. to 11.15 p.m. every half hour.  
SPECIAL CARS by arrangement at the Com-  
pany's Office, 38 & 40, Queen's Road Central.  
JOHN D. HUMPHREYS & SONS,  
General Managers.  
Hongkong, 1st May 1899.

**VICTORIA CYCLE EMPORIUM.**  
THE pleasure of cycling consists in having  
a first class Machine, and the above Es-  
tablishment is always leading in this respect.  
We are Agents for the famous "NEW  
HOWE" and "MONOPOLE" CYCLES,  
and we also supply fitting of every description.  
Repairs can be had in second hand Machines.  
Repairs executed with promptitude and skill.  
Enamelling a speciality.  
McKIRDY & CO.  
43 & 45A, QUEEN'S ROAD EAST,  
Hongkong, 3rd November, 1899.

**RUINART PEE & FILS, REIMS**  
Established 1710.  
CHAMPAGNE GROWERS AND  
SHIPPERS.  
Ship only the Finest Quality  
Extra Dry (Green Seal)  
LAUTS, WEGENER & CO.  
Sole Agents  
Hongkong, 17th May, 1899.

**GREEN ISLAND CEMENT COMPANY**  
PORTLAND CEMENT  
\$5.00 per Cask of 57 1/2 lbs. net at Factory  
\$6.00 per Bag of 250 lbs.  
SHEWAN TOMES & CO.  
General Managers  
Hongkong, 2nd July, 1900.

**CUTLER, PALMER & CO.**  
ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.  
Their Brands are favourably known all over the World.  
The following are some of their Stocks with the undersigned—  
**SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT,**

**\$22.50 PER DOZ.**  
Distinguished by 4 Stars on the label.  
**\$20 PER DOZ.**  
This fine Wine is old, soft, and of grand flavour  
See analysis and certificate by Professor Cassal.

**DOURO PORT, \$14.25 PER DOZ.**  
A fine, full, and fruity wine.  
**AMOROSO SHERRY, \$20 PER DOZ.**  
**LA TORRE SHERRY, \$16.75 PER DOZ.**  
A natural and most pleasant wine to the taste.

**THE ELITE OF WHISKY—**  
THE "PALL MALL,"  
\$20 PER DOZ.  
11 Years old; the finest quality shipped.  
Each bottle bears an Analyst's certificate.

**C. P. & Co.'s OWN SPECIAL BLEND WHISKY, \$10.75 PER DOZ.**  
Very soft, palatable, and mature.  
EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE  
AGENTS—SIEMSEN & CO., HONGKONG.

**MANILA CIGARS.**  
ALWAYS ON HAND THE BEST MARKS  
FROM  
"LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES  
J. M. DE ZUNIGA,  
No. 9, QUEEN'S ROAD CENTRAL.  
Entrances: ICE HOUSE STREET (New Victoria Hotel)

**THE NEW SUMMER DRINK.**  
COLD BOVRIL AND SODA WATER.  
DR. ANDREW WILSON, in the "Daily Express" of July 24th, has an interesting  
article on—  
"WHAT SHALL WE DRINK?"  
in which he says:—  
"The great question of these tropical days is 'What Shall We Drink?' I think all medical  
men are agreed that the less alcohol we consume in hot weather the better for us. Even light  
beer will be preferable in this sense to ordinary ales, and stout is not to be thought of if we wish  
to keep moderately cool."  
"For those who are engaged all day let me recommend a novel combination—I mean a little  
Bovril (cold of course), made in the ordinary way, and added soda water. I have found this  
drink sustaining and pleasant."

**WATKINS, LIMITED,**  
AERATED WATER MANUFACTURERS.  
**BISMARCK & CO.,**  
27 & 28A, PRAYA CENTRAL.  
NAVY CONTRACTORS, SHIP CHANDLERS, PROVISION and COAL  
MERCHANTS, Hongkong and Port Arthur. CONTRACTORS for the GERMAN  
and FRENCH NAVY in Hongkong, RUSSIAN NAVY, CHINESE EASTERN RAIL-  
WAY CO., RUSSIAN GOVERNMENT DEPARTMENTS at Port Arthur.

**BOL'S GENEVA GIN**  
IN STONE BOTTLES.  
THE BEST GIN FOR MAKING COCKTAILS—TRY IT.  
Caldbeck, Macgregor & Co.,  
WINE & SPIRIT MERCHANTS,  
SOLE AGENTS.  
15, QUEEN'S ROAD,  
Hongkong, 17th September, 1900.

**COTTAM & CO.,**  
HONGKONG HOTEL  
OVERLAND TRUNKS, LEATHER KIT BAGS, SUMMER UNDERWEAR (in  
SILK or INDIA GAUZE),  
AND  
WHITE CANVAS BOOTS and SHOES, &c., &c.  
LANE, CRAWFORD & CO.  
FOLDING CANVAS CAMP BEDSTEADS.  
OPEN MEASURES 6 feet 2 inches by 2 feet 3 inches.  
CLOSED " 3 feet 1 inch by 6 inches by 5 inches.  
THE MOST PORTABLE CAMP BEDSTEAD EVER MADE.  
FURNISHING DEPARTMENT,  
LANE, CRAWFORD & CO.  
PHOTOGRAPHIC  
PLATES, PAPERS and CHEMICALS.  
EASTMAN'S KODAK'S FILMS and ACCESSORIES.  
DEVELOPING and PRINTING UNDERTAKEN.  
A. CHEE & CO.,  
17A, QUEEN'S ROAD, HONGKONG.

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DEVELOPING and PRINTING UNDERTAKEN.  
A. CHEE & CO.,  
17A, QUEEN'S ROAD, HONGKONG.

**LIGHT TABLE WINES.**

	1 Doz.	5 Doz.
MEDOC	QUARTS.	PINTS.
CALIFORNIA CLARET	\$4.50	\$5.00
CALIFORNIA ZINFANDEL	5.00	5.50
ST. JULIEN	6.50	7.50
CALIFORNIA HOCK	6.00	7.00
CALIFORNIA RIESLING	6.00	7.00

**H. PRICE & CO.,**  
WINE AND SPIRIT MERCHANTS,  
12, QUEEN'S ROAD.

**ROBINSON PIANO CO., LD.**  
SOLE AGENTS FOR THE SPECIALLY PREPARED MODELS  
OF ALL THE FAMOUS MAKERS.  
AMERICAN, ENGLISH AND GERMAN.  
EVERY PIANO SOLD BY US IS FULLY GUARANTEED BOTH  
BY THE MAKERS AND OURSELVES.

**ROBINSON PIANO CO., LD.**  
HONGKONG.

**THE VICTORIA DISPENSARY,**  
HONGKONG.

**AERATED WATERS.**  
SIMPLE AERATED WATER. SODA WATER.  
LEMONADE. GINGER BEER.  
SARSAPARILLA. TONIC WATER.  
RASPBERRYADE.  
LEMON SQUASH.

**PUBLIC COMPANIES**  
CHINA MUTUAL STEAM NAVI-  
GATION COMPANY, LIMITED.  
SHAREHOLDERS are hereby informed  
that at a General Meeting held in  
London recently an INTERIM DIVI-  
DEND at 3 per cent. was declared on the  
Company's Preference Shares for the six  
months ending 30th June, this being at the rate  
of 1 per cent. per Annum. Also an INTERIM  
DIVIDEND of 5 per cent. on the 10 per cent. shares  
for the Half-year, on Ordinary Shares (\$3 paid  
up), this being at the rate of 10 per cent. per  
Annum.  
The DIVIDEND WARRANTS will be  
ready on the 1st October.  
The TRANSFER BOOKS of the Company  
will be CLOSED from the 27th current to 1st  
proximo, both days inclusive.  
JARDINE, MATHESON & CO.,  
Agents.  
Hongkong, 17th September, 1900.

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**  
THE ORDINARY GENERAL MEET-  
ING of SHAREHOLDERS in the  
above Company will be held at the Company's  
Office on SATURDAY, the 29th September,  
at Noon, for the purpose of receiving the Re-  
port of the General Managers, together with a  
Statement of Accounts to 30th June, 1900.  
The TRANSFER BOOKS of the Company  
will be CLOSED from the 19th to the 29th  
September, both days inclusive.  
DOUGLAS LAPELLE & CO.,  
General Managers.  
Hongkong, 13th September, 1900.

**GREAT EASTERN AND CALEDONIAN  
GOLD MINING COMPANY, LIMITED.**  
NOTICE is hereby given that SCRIPS  
Number 1,250 to 1,262 for 300 SHARES  
of the above Company, numbered 119,583 to  
119,592, in the name of S. Y. TONG, of Hong-  
kong, and that SCRIPS Number 1,263 to 1,274  
for 600 Shares of the above Company, numbered  
120,583 to 121,182, in the name of LIANG YU  
TONG, of Tientsin, having been LOST, New  
Scripts for same will be issued after One month  
from the date hereof, and the Original Scripts  
will be considered by the Company as null and  
void, and all persons are hereby warned against  
accepting or negotiating same.  
LUTGENS, EINSTAMANN & CO.,  
General Agents.  
Hongkong, 30th August, 1900.

**TEBRAU PLANTING COMPANY, LIMITED.**  
NOTICE is hereby given that the FINAL  
CALL of 81 per Share has been made in  
respect of the Shares not fully paid up, and  
that such CALL is PAYABLE on 5th  
October next, to the undersigned at the  
Registered Offices of the Company, 38 and 40,  
Queen's Road Central, Hongkong.  
JOHN D. HUMPHREYS & SONS,  
General Managers.  
Hongkong, 4th September, 1900.

**SHOOTING SEASON, 1900.**  
JEFFERY & Co.'s 12 BORE GUNS in  
Case, with Implements Complete, from \$100.  
SCHULTZE SPORTING CARTRID-  
GES.  
BLEY'S CARTRIDGE CASES, WADES,  
&c.  
CARTRIDGE BAGS and BELTS.  
WATER FLASKS and every kind of  
SPORTING REQUISITE.  
Wm. SCHMIDT & CO.  
Hongkong, 21st August, 1900.

**NOTICE OF REMOVAL.**  
THE Offices of the  
HONGKONG DAILY PRESS,  
CHUNG NGOL SAN FO,  
CHRONICLE & DIRECTORY,  
have this day been removed to—  
9, PRAYA CENTRAL.  
Entrances: East Lane, recently Messrs.  
Wendit & Co.'s Office, behind Messrs. Shewan,  
Tomes & Co.'s premises.  
Hongkong, 1st May, 1900.

**HOTELS**  
NOTICE.  
TRAVELLERS are invited to visit the  
WINDSOR GARDEN and RES-  
TAURANT just established next to Happy  
Retreat, near the Race Course. It can be over-  
looked from the Bowen Road Bridge.  
Hongkong, 1st September, 1900.

**KOWLOON HOTEL.**  
THIS HOTEL is situated in a quiet  
locality, away from the din and distur-  
bance of the City, and surrounded by a deli-  
cious Garden, it is an ideal place of Residence.  
The building stands on an eminence, giving a  
magnificent view of the Harbour and the  
City of Victoria. It is within easy access of  
the Kowloon Wharves, where the principal  
Mail Steamers disembark Passengers, and from  
which there is a regular ferry service to Hong-  
kong.  
Bowling Alleys and Billiards.  
The Cuisine is Excellent.  
J. W. OSBORNE, J. H. DOWNS,  
Proprietor, Manager.  
Hongkong, 8th September, 1900.

**RAFFLES HOTEL, SINGAPORE.**  
SITUATION UNSURPASSED.  
THE Finest Hotel in the East. Rooms on  
suite. Every Room with Private Bathroom  
attached. Cuisine under two French Chefs.  
CURRIES A SPECIALITY.  
Every Home Comfort.  
Electric Bells throughout the Hotel.  
Electric Lights.  
Electric Fans.  
Terms Moderate.  
SARKIES BROTHERS,  
Proprietors.  
Hongkong, 16th August, 1900.

**THE NEW TURNED-UP POINT, 1032.**  
Arrivals, Departures and other Shipping  
Intelligence will be found on pages 5, 6 and 7.

**INTIMATION.**  
GOLD MEDAL PARIS 1873 1889.  
of Highest Quality  
and having Greatest  
Durability are there-  
fore CHEAPEST.  
**JOSEPH GILLOTT'S PENS.**  
The Only  
Award  
Chicago, 1893  
NUMBER ONE WATER BUREAU  
Barrel Pens, 223, 220, 212  
Slip Pens, 332, 310, 287, 166,  
414, 7,000.  
In Fine, Medium, and Broad  
Points  
THE NEW TURNED-UP POINT, 1032.  
283.

**HOTELS.**  
**HONGKONG HOTEL.**  
A First Class Hotel in every respect.  
Elegantly Furnished Reading, Music, and  
Smoking Rooms.  
Dining Accommodation for 250 persons.  
Hydraulic Elevators to every floor.  
Cuisine of the best.  
Hot and Cold Water throughout  
Wines and Groceries imported specially from  
Europe and America.  
Electric Lighting in the Billiard Rooms.  
Wines, &c., cooled by Refrigerator.  
All Hotel Linen washed on the premises by  
Machinery.  
Bedroom Accommodation—132 rooms.  
Fire Extinguishing Mains on every floor.  
CHARGER MODERATE.

**THE PEAK HOTEL.**  
City Office: 7, Duddell Street.  
HOTEL CRAIGIEBURN.  
PLUNKET'S GAP, The PEAK, near the  
Tsim Tsum.  
Tel. 56.  
For Terms, apply to the  
MANAGER.  
Hongkong, 2nd July, 1900.

**THE WAVERLEY HOTEL.**  
ICE HOUSE STREET, HONGKONG.  
A  
FIRST-CLASS PRIVATE HOTEL.  
Handsomely Furnished and Exceedingly  
Spacious Rooms.  
Very MODERATE TERMS to FAMI-  
LIES by the DAY, WEEK, or MONTH.  
SINGLE ROOMS from \$4 a day, inclusive  
of BOARD and ATTENDANCE.

**THE CONNAUGHT HOTEL.**  
A FIRST CLASS HOTEL of 45 Bed-  
rooms, elegantly furnished.  
The Hotel is situated near all the Banks and  
Principal Offices in the Colony.  
Special Attention paid to the Comfort of  
Guests.  
Cuisine excellent; under Experienced Ma-  
nagement.  
Terms Moderate.  
A. FONSECA,  
Manager.  
Hongkong, 1st December, 1899.

**HING KEE HOTEL.**  
(ESTABLISHED 1873)  
MACAO.  
THIS First class and well-famed establish-  
ment is pleasantly situated in the centre  
of PRAYA GRANDE, facing south, with a  
charming view of the sea on the front. Com-  
fortable and well-furnished Bed-rooms.  
Cuisine Excellent. Prompt Attendants.  
Terms very Moderate.  
L. HING KEE, Proprietor.  
Telegraphic address "HINGKEE" [1919]

**VICTORIA HOTEL**  
SHAMEN—CANTON.  
THIS FIRST CLASS HOTEL having  
been thoroughly renovated, and a new  
specially built 3 Storey wing added to it, now  
affords splendid Accommodation for 40 to 50  
Visitors.  
The Bed Rooms are airy and comfortably  
furnished and the Dining and Sitting Rooms  
are spacious and replete with every convenience  
for Tourists.  
Excellent Cuisine and best Wines.  
The Hotel's Boat boards all Steamers on  
their arrival and departure.  
Telegraph address: "VICTORIA, Canton."  
A. B. C. and A. I. Codes used.  
MADAR & PALMER, T. F. DA CRUZ,  
Proprietors.  
Hongkong, 10th November, 1899.



## INTIMATIONS.

BROWN, JONES & CO.  
MONUMENTAL SCULPTORS.

AMERICAN MARBLE.  
ITALIAN MARBLE.  
HONGKONG GRANITE.  
Designs and Prices on application.  
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## MARRIAGE.

On the 15th August, at St. Mary's, Gulmarg, Kashmir, by the Rev. Walter Firminger, Chaplain in Kashmir, CHARLES HAZARD ATKINS, I.C.S., to AMELIA FARQUHAR, only daughter of the late Robert Lumsden, of Glenochlor, Edinburgh, and granddaughter of the late Major-General William Farquhar, H.E.I.C.S., First Resident Governor of Singapore.

## The Daily Press.

HONGKONG OFFICE: 9, PRATA CENTRAL.  
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, September 18th, 1900

THE Reports furnished by the Malaria Committee of the Royal Society, together with the remarks appended thereto by the various members of the Sanitary Board, as submitted at the Board's meeting on Thursday last, are of paramount interest to us here in Hongkong. The intimate connection that, within the past two years, has been undoubtedly established between malaria and the mosquito, and the unquestioned possibility of largely controlling, if not of completely stamping out, one of the worst scourges of tropical regions, by the local extermination of mosquitoes, makes the subject one of urgency. The old saw that prevention is better than cure applies very forcibly in this instance. The Sanitary Board, through its numerous officers, may effect a great deal by way of abolishing all stagnant pools in the vicinity of Chinese villages. The native community in our midst might at the same time be instructed as to the meaning of such action, through simply written pamphlets, distributed to them gratuitously. The Registrar-General's Department should be requisitioned to make the necessary translations. The Chinese respect written characters—*King shi tes chi*—much more than mere verbal explanation. We presume that European residents would themselves see to the destruction of such breeding haunts in the neighbourhood of their own houses. In this crusade a *outrance* against the mosquito, it seems to us that the brunt of the fray will fall to the lot of the P. W. D. As Dr. HARTHOFF very pertinently pointed out, that Department might profitably be heart all that these valuable Reports suggest with respect to levelling, drainage,

both surface and sub-soil, and to the radical method of treating rock-ports. It is a recognised fact that the draining of the race-course in the Happy Valley has made the hamlet of Wong-nai-chung much healthier. There can be no room for doubt that similar treatment of the pestiferous swamps about

Aberdeen would have a like beneficial result on the health of Aberdeen, Little Hongkong, and the whole valley leading up to the Wanchai and Magazine Gaps. The services of the Botanical and Afforestation Department might be enlisted with regard to the planting in suitable localities of such trees as mosquitoes are known to shun. For years the upper levels at the west end of the town, from Breezy Point out to Belcher's Battery, to the south of Caine Road, have been notoriously fever-ridden. The Fever Commission of 1886 was greatly exercised over the condition of one section of this district. Certain highly insanitary Chinese hovels were razed; but the main recommendations put forward by the members of the Commission have never to this day been carried out. Considerable improvement, as far as the eye is concerned, has been quite recently effected over a rocky, shrub-grown, water-logged piece of hillside between Richmond and Caine Roads. The work is too new to yield any perceptible results as far as decrease of malaria in that particular quarter is concerned. Vacant sites should not be permitted to be misused, as they are apt to be neglected. We notice that several such lots, after lying untended for years, have been suddenly taken in hand, sodded, and planted with trees and foliage shrubs. Whatever be the immediate cause of this, the step is distinctly in the right direction. Isolated and spasmodic efforts, however, can be of no avail in a matter of this kind. To be effective and permanent, the attack should be continuous and thorough, and carried out, as far as practicable, simultaneously over wide areas. Many prophylactic measures are well within the reach of all intelligent householders. The mosquito breeds in standing water. Consequently, no disused wine-cask or beer-barrel, no receptacle large or small, capable of holding water, should be allowed to stand out for any length of time in the open air, unattended to, especially during the rainy season. The trays in which flower-pots usually stand should be regularly emptied of their liquid contents, which otherwise will soon be alive with larval mosquitoes. Periodical visits should be paid to all out-houses and offices, to see that servants do not transgress in this direction. Any stagnant pool of water should be treated with paraffine and then filled up with earth. According to papers brought by the English Mail on Saturday the mosquito has been authoritatively proved to carry the parasite that causes elephantiasis. So that, apart from the irritating annoyance and discomfort of its shrilling and its sting, the *culex* stands convicted of infecting man with the two dread maladies of malaria and elephantiasis. There is thus abundant reason why we should neglect no effort, whatever the cost, to rid ourselves of this fell and formidable agent of disease. The D. P. W. was invited by the Chairman of the Board to look through the Royal Society's Reports and comment on them. It will be more than interesting to see the attitude he assumes.

At the village of Tai-Ko Hang, near Yau-mat on Sunday a mat-sled caught fire. Sixteen others quickly became ignited, and by the time the Fire Brigade appeared—and it was soon on the scene—the mat-sleds and their contents were destroyed, 25 pigs and a number of fowls being also burned to death. The damage is put down at \$900.

Two of our local legal luminaries had a heated altercation in the Supreme Court the other day at the conclusion of a certain case. One thought the other had been rather unscrupulous in a certain matter and called him "a cad." The other retorted with "and you're a blackguard." The spectators would not have been surprised if from words the parties had come to blows. It has been suggested that they should settle their differences early some morning by retiring to the Race Course with coffee and pistols.

A Chinaman told Mr. Hazeland the following story at the Magistrate's yesterday: I have just come from Annam and am living in an hotel. At about seven o'clock this morning when I was standing outside the boarding house a man came up to me and said, "Neighbor, there is something on your shoulder." I stopped down to pick up a piece of wool to wipe it off when the man put his hand in my pocket and took out my purse, which contained 30 cents. I seized him by the queue and gave him into custody. The defendant handed the purse to another man—A Chinese constable said he saw the complainant holding the defendant by the queue. He went up to him and asked him what was the matter. The complainant said the man had stolen his purse. He got hold of the defendant to arrest him when he said, "Don't arrest me. Here are the 30 cents which I return to the complainant." The defendant said he did not steal the purse. The 30 cents belonged to him. He was a coolie. He added, "If it was me the purse would have been in my possession. The man who stole the money stole the purse as well." Sentenced to a month's hard labour.

At the Supreme Court on Saturday the Chief Justice gave judgment for plaintiff with costs in the case *So To Shing v. Sit Yee*.

No cases or deaths from plague were reported during the 48 hours preceding noon yesterday. During last week there were 5 cases and 5 deaths.

The return of visitors to the City Hall Library and Museum last week shows that the former institution was visited by 357 non-Chinese and 112 Chinese, the latter by 428 non-Chinese and 908 Chinese.

Two more victims are reported to have been massacred at Pao-tung, namely Dr. C. V. R. Hodge and his wife, of the American Presbyterian Mission. It was at first thought that the doctor was in Peking during the siege but it has now been ascertained that he and his wife were at Pao-tung when the massacres took place on the 30th June and 1st July last.

From Wuhu comes the report of a serious row between the local soldiers and the provincial "Tigers" (soldiers) on the 9th inst. According to a report of the disturbance furnished to the *Shanghai Mercury* it appears that some half dozen Tigers were maltreated in a tenshop or gambling house by a crowd of local soldiers, and a whole lot of Tigers came down, hunted the locals all over the town, and captured several of them, and strung them up to the masthead (the Tigers live in junk) by their tails for about 15 minutes and slashed them about with swords. One of the locals came down with a run through his scalp-parting company with his head, but the Tigers would not let him off with that, lashed his arms behind him, drove a bamboo through them, and tried him up again. It was not known whether the captives died or not. The row had nothing whatever to do with foreigners.

At the Harbour Master's Office on the 13th inst. the charge of desertion against Long Sing, fireman on board the British steamer *Shanai*, was heard. The defendant pleaded guilty, but declared that he was not a fireman, only a cook. John George Cunningham, master of the *Shanai*, said defendant was either fireman or cook-trimmer. He deserted some time during the night of Saturday, the 8th inst. He knew of no reason why the defendant should have deserted. John Lumer, chief engineer of the *Shanai*, said defendant was a trimmer and was employed as cook for one day only. He said that fires were alight during Saturday night, and firemen were keeping watches. In the morning all were found to have left the ship. He first knew about it at 7 a.m. on Sunday, when the fires had burnt out, and there were 50 or 60 lbs. steam in the boilers. "There were no Europeans on watch" below during the night. Jas. McNair, second engineer on the ship, said the defendant was coal-trimmer of his watch. He discovered he had deserted about 6.30 on Sunday morning. The defendant should have kept the morning watch. The defendant stated he left the ship to buy provisions. He returned the following morning and had been acting as cook since. The Master and second engineer stated that he had not been seen on the ship since his desertion. The Chief Engineer corroborated. Mr. Basil Taylor found him guilty of desertion. He was to forfeit all wages and effects, and to undergo eight weeks' hard labour. Long Sing is only one of eleven of the crew of the *Shanai* who deserted in Victoria Harbour. The remaining ten have not yet been apprehended.

Tsang Fu Tsai, Leung Kan and Ho Kam Wing, masters of cargo boats 1,396, 1,082, and 1,025, respectively, were charged before Mr. Hazeland yesterday, with unlawfully failing to cover with serviceable tarpaulin some kerosene which they had in their boats on Saturday. The first and second defendants were further charged with having fires on their boat while they were laden with kerosene, and the first defendant was still further charged with failing to display a red flag on his boat while it was laden with kerosene. Sergeant Goudry said that on Saturday last he visited the defendant's boats, which were near Stonecutters Island. In the first defendant's boat he found 13 tins of kerosene. It was covered with a piece of sheeting only, and even the sheeting was full of holes. He could count the tins without removing the cloth. The defendant had three men on board soldering up the tins and also had two fires in chaffies. He also displayed no red flag. The second defendant had eight or nine tins of kerosene in his boat. It was partially covered with a small piece of cloth. In the stern of this boat he found the chimneys left of a fire at which the defendant had been cooking his chow. The third defendant had kerosene loose on board, it being in his hold. The other coolies were taking it out and putting it in the tins. He believed the third defendant got the kerosene from a ship, and he engaged the others to help him to put it in tins. The first defendant said he was soldering the tins and he had a fire there for the purpose, but he was very careful. The second defendant said: I had just got fixed to the other junk when the police launch came alongside. We had done about six tins when the launch came alongside. The third defendant said: I received the kerosene first into my junk, and the other two took it out. His Worship said that within a very short time two fires had occurred on kerosene junks, doubtless due to the regulations as to dangerous goods being ignored. Had a wind suddenly risen and one of these junks had drifted down the harbour, it was too terrible to think what damage would have been done. It was almost impossible to make these men understand the great danger of neglecting the rules and regulations. The first defendant was fined \$100, the second \$25, and the third \$25. A boatman was also dealt with for having a fire on board her boat when laden with kerosene.

The Hon. W. W. Rockhill left Shanghai for Taku on the 11th inst. by the U.S.S. *New Orleans*.

The first shipment of Tientsin cargo, since the bombardment was brought down by the *s.s. Kowloon* last Tuesday. The consignment was a quantity of skins shipped by natives.

In the Section of Fine Arts the Paris Exhibition has awarded Grand Prizes to Sir L. Alma-Tadema and Mr. Orchardson, and Gold Medals to Messrs. Clausen, Forbes, Gregory, Loximer, Reid and Swan.

The New Civil Prison at Singapore is rapidly approaching completion, and is expected to be ready for occupation in November. It was begun last November. It is erected on a site at the back of the Criminal Prison.

The following appointments have been notified at the Admiralty:—Commander C. F. Dampier to the *Aurora*, undated; Engineer H. E. Rock to the *Tamar* for Hongkong, August 11th; Acting Gunner G. E. Cook to the *Aurora*, August 20th.

The U. S. battleship *Oregon* arrived outside Woonung on the 9th inst., having completed her repairs in Japan. The *Oregon* will probably remain at Shanghai for a month, but will be unable to go in owing to her considerable draught. She was moored last week outside the Woonung Spit Buoy.

The interruption in the Shanghai-Foochow Cable which occurred on Saturday week was caused by a break in the Yangtze river, where it is supposed the cable had been fouled by a ship's anchor. Owing to the depth of mud considerable difficulty was experienced in recovering one of the broken ends, the other one being grappled for in vain.

In and about Taku all is now working in proper military order, the *Shanghai Mercury* reports. The cargo coolies are marshalled in squads morning and evening, and each man has the flag of the nation by whom he is employed on his coat sleeve. They are working well and receive payment far above what they would get in ordinary times. Everything is going along smoothly and well.

The C.M.S. *Kiangyung* at Shanghai on the 11th instant from the Yangtze ports reported seeing:—H.M.S. *Merathia* and the German cruiser *Seeadler* at Hankow on the 8th instant, H.M.S. *Wallaroo* at Kinkiang on the 9th, and H.M.S. *Daphne* and *Esk* at Wuhu, H.M.S. *Jeuneville* and the French gunboat *Surprise* at Nanking, and H.M.S. *Rosario* at Chinkiang, on the 10th instant.

The statement in some of the home papers that nearly all the horse sun-bonnets seen in London this summer have been imported from the Continent, is disputed by a Luton firm. They have made over 8,000 since this season and have large orders on hand for abroad. They have made these bonnets for five years, and find each year's output is double its predecessor's. Some horse-bonnets have been imported into England from the Continent, but they are of the rush variety, fit only for field and farm work.

It is with the deepest regret that we have to record the death at Nagasaki, soon after her arrival by the *Ballaarat*, of Mrs. Scott, wife of the Bishop of North China. She was suffering from dysentery when she arrived at Nagasaki on the 5th inst., and she died on Friday evening, the 7th inst. The Bishop and Mrs. Scott were at Tientsin during the siege, and then went on to Weihaiwei. They were on their way home, via Japan, to rest. It was due to Mrs. Scott, our readers will remember, that the Soldiers and Sailors' China Relief Fund was started by us, with regard to the expenditure of part of which, and we publish a letter from Head Quarter House in our issue to-day.

The *Novoe Vremya* states that all arrangements have been completed for sending to the Far East the twelve hospitals ordered by the Tsar on July 21. Ten of the hospitals are intended to be stationary, and two are field hospitals, furnished with all that is necessary for the transport of the sick and wounded as well as with all other necessities. Each hospital has provision for 10 officers and 200 men patients, and is in charge of a chief medical officer, having under him a senior and junior medical officer, a chemist, four assistant surgeons, and four sisters of mercy. In addition, each hospital has a chief and an assistant inspector and a secretary, who will rank as officers, and there are 107 men to each field and 80 men to each stationary hospital.

The launch of the largest steamer built in Shanghai took place on the 11th inst. at Messrs. Boyd & Co.'s yard at Pootung. The vessel as she left the ways was christened the *Tung-ting*. She is constructed of mild steel throughout and her dimensions are:—length over all, 279 feet; length between perpendiculars, 270 feet; breadth moulded, 42 feet; depth moulded, 10 ft. The engines are of the inverted triple expansion surface condensing type. The h. p. cylinder is 12 inches diameter; intermediate 21 inches diameter; low pressure 34 inches diameter; with a 27-inch stroke. The boilers are of mild steel and are 12 feet 3 inches diameter and 11 feet long, and will carry a working pressure of 160 pounds. They are arranged for both forced and natural draught. The tonnage is 2,050 tons gross, and 1,273 tons net. Her speed is calculated to be between 10 and 11 knots. She is fitted for carrying eight saloon passengers (foreign) 40 first-class (Chinese), 214 steerage (Chinese). She has an electric installation. The *Tung-ting* is an addition to Messrs. Butterfield & Swire's fleet sailing in Chinese waters.

## TELEGRAMS

## "DAILY PRESS SERVICE."

## THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENT.]

\*SHANGHAI, 16th September, 8 p.m.

## DELAY OF PUNITIVE EXPEDITION.

The Pootung expedition has apparently been postponed.

## TYPHOON STOPS LI HUNG-CHANG.

Li Hung-chang has been detained at Woonung by the typhoon weather.

## GEN. VOYRON GOES TO JAPAN.

General Voyron arrived yesterday morning, the 15th inst., and left last night for Nagasaki.

## RUSSIANS LEAVING PEKING.

Five thousand Russians are marching overland to Manchuria from Peking.

## BOXERS STILL BUSY.

Numerous Boxers still interfere with the Tientsin-Peking line. It is reported that forty thousand Boxers are at Chechow, south-west of Peking.

\*Delayed in transmission.

## THE CRISIS IN CHINA.

## LOCAL MOVEMENTS.

The German transport *Strasbourg* arrived on Sunday night on her way north.

Yesterday the French transport *Malbourn* arrived from Marseilles, which she left on the 12th ult., with 20 officers and 1,088 troops on board.

The British transport *Pundua* left on Sunday night for Taku, while the *Olive* and *Rosa* returned to Bombay.

The Portuguese cruiser *Adamaster* on Sunday night returned to Macao.

Yesterday the British transport *Sunda* left for Bombay.

The *Jalapa* also left for Bombay, taking a number of invalids, time-expired men and transfers, as well as the wives and families of Lieut-Col. Wheeler, A. O. D.; Major Whitty, R. A. M. C.; and Capt. Langhorne, R. A. H. M. S. *Argonaut* went out yesterday for a cruise.

## A DESPAIRING EDICT.

Our Wuchow correspondent writes, under date 12th September:—An Imperial Edict, despatched in time, has been sent by telegram from Tientsin (the capital of Shansi) in which the Emperor assumes the responsibility for the foreign troubles which have overtaken China; but implies that as these troubles did not arise in a day, there may possibly be some other causes, not altogether unconnected with the people themselves, as a reason for them. He urges on the provincial officials the necessity of assistance being given in what particular form is not stated, and also of protecting foreigners, respecting treaties &c., &c. This Edict was received in the South on or about September 11th.

## PEKING NEWS.

The *N. O. Daily News* special correspondent gives the following description of the triumphal march of the Allies through the Sacred City, Peking, on the 28th ult.:—

"A triumphal march of a portion of the Allies through the Palace took place this morning, and was an imposing and successful pageant. 800 Russians, 400 British, 200 Germans, with some Americans, Japanese, French, Italians, and Austrians, entered in the following order: Russians, Japanese, British, Americans, French, Germans, Italians, and Austrians. Previous to this a salute of 21 guns had been fired by the British. The weather was beautiful for this parade through the deserted precincts of the Sacred City from North to South. The greater part of the palace was unvisited, a few troops manoeuvred through it. A few Palace servants were the only spectators. Generally speaking everything was in a state of magnificent decay, the spacious courtyards being weed-grown.

"The troops were enthusiastic, particularly the Russians, whose band played national airs as the various detachments moved. The Russian General Lomontoff reviewed the troops before the altar and congratulated General Gasez on the appearance of the Russian contingent. He hoped they would always be friends. General Gasez replied that he was pleased to be associated with so able a force of Russians. The Russian Minister, M. Giers, was present. The only music of the British force was the Indian contingent's bagpipes.

"The strange suggestion that correspondents should be excluded and the affairs kept private, was not adopted.

"The Japanese have succeeded in communicating with Prince Citing, who is also said to have authority from the Emperor regarding the arrangements of a future government.

"Another correspondent of the same paper writes: 'Peking is fast becoming a desolation. Even the beggars have departed, and a strange silence prevails over the entire city. It is only a few days since the streets were filled with the people who have found a way to escape the misery of this city. They are now seen only in the few places where they are allowed to beg, and they are usually accompanied by some of the Japanese who have been quick to use the knife, the number who state themselves to be loyal to Japan outnumber all the rest put together.'

## CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

## SOLDIERS AND SAILORS' CHINA RELIEF FUND.

## REPORT OF THE LADIES' WORKING COMMITTEE.

TO THE EDITOR OF THE "DAILY PRESS."

Head-Quarter House, Hongkong, 15th September.

Sir,—You were kind enough some three weeks ago, through the instrumentality of various subscribers in Hongkong, to forward us the sum of 375 dollars, which was further augmented by 100 dollars from Major-General Gascoigne, making 475 dollars in all.

This was handed over to our committee, to spend in the manner we considered most advisable for the use of the sick and wounded soldiers and sailors at the front (in China), and a number of ladies were kind enough to volunteer their services in the making up of the materials.

We have now the honour to inform you that we have spent the money in the following manner, and the articles in question have been forwarded by us to Colonel Prodergast, R.E., Commissioner at Weihaiwei, for distribution by him as he sees fit:—

- 40 Flannel Shirts
- 55 Sets of Pyjamas
- 12 Flannel Bed-jackets
- 10 Dozen Woollen vests
- 12 Dozen pair of socks
- 6 Knitted waistcoats

In addition to these, we have also inclosed 10 books of short stories kindly forwarded by Mrs. E. Chatterton Wilcox.

May we also take this opportunity of thanking all those ladies who so kindly helped us in the work, and those subscribers who enabled us to send these comforts to our comrades in the North? We have the honour to remain, yours obediently,

H. GASCOIGNE,  
A. E. BERTIE,  
J. TURNER,  
A. CLIVE.

[We have still a balance of subscriptions in hand, but as it is possible a last hospital may shortly be established in Hongkong, when similar articles will be needed, we hold over this balance in view of its possible requirement.—Ed. D. P.]



## COBEA.

The Corea correspondent of the N.C. Daily News writes in the 27th ult.:

"A new danger threatens; disbanded or disorganized Chinese soldiers are creating the Yalu and plundering Korean villages. Help is being earnestly asked for by local officials, but the Emperor has other matters to attend to. We may need Japanese troops yet to keep back the invaders. A great army of young Koreans is being recruited; but they are, who never wielded anything but chopsticks in all their lives, and who certainly would shoot themselves or their nearest relatives in making their escape if it came to war." The same correspondent says: "The Corea in sympathy is a Chinese and not a Manchurian, but the political conditions are similar enough to those of the latter, to make him fear that he may be involved in the final settlement of the question. He thinks all the misfortune of the present due to Li Hung-chang. For many years his Excellency has been the object of anathemas on the part of Corea. No doubt it is because of his supposed intimacy with foreigners in days gone by. The Corea says that Li Hung-chang is the greatest scoundrel who has ever lived since the days of Kinsai (2297 B.C.). Imagine him giving his soldiers powderless cartridges to fight the Japanese with in Kapoh (1894). No wonder great China failed, said a native reporter. On the other hand, Yoon Shikui, who was once representative in this city, is correspondingly dastardly."

## HONGKONG CRICKET CLUB.

**ANNUAL GENERAL MEETING.**

The annual general meeting in connection with the Hongkong Cricket Club was held in the Pavilion last evening. In the absence of Mr. A. G. Wise (President), Mr. F. Maitland occupied the chair, and he was supported by Mr. P. A. Cox (Acting Hon. Secretary), and Captain Langhorne.

The CHAIRMAN said—Gentlemen, in the absence of our President, Mr. Justice Wise, I have been deputed by your Committee to occupy the chair at this meeting, and in the usual way I will take the report and accounts which have been in your hands for about a fortnight as read. The accounts require some explanation; on the face of them the Club is only \$4,244 better off than when the previous account was submitted; but as a matter of fact no less than \$262.15 for Cricket Club gear and \$727.00 for Raquet Court gear, making \$989.15, belonging to the previously season's account, have been paid for in the account now before you, and I have the pleasure in informing you that when the present account is completed, the Hon. Treasurer, Mr. Nicolle, whom we are indebted for putting us right in the matter, there were no liabilities against the Club, and we have a stock in hand at cost prices of \$500. Cricket Club gear and \$850 Raquet Court gear. In the account before you the Raquet Court expenditure exceeds the receipts by \$742.36, but of this \$582 should have appeared in previous account. It was anticipated when the Raquet Court was taken over that it would about pay for itself with the profits on sale of gear and liquor, and if we take the \$500 stock in hand into account and allowance for members' subscriptions who have joined for Raquet alone, it has about paid its way. It is to be regretted that the results at cricket have been unsatisfactory during the past season and that generally there has been a lack of interest by the civilian members. It will be remembered that a discussion took place at the last annual general meeting, when various suggestions were made to further the game, and during the past season a Match Sub-Committee (Capt. Langhorne, Mr. Vallings, and Mr. Ward) have done good work, and it is to their efforts that we are indebted on every Saturday during the season. The quality of the civilian cricket here has undoubtedly depreciated, and yet there are far more young men in the colony now than formerly—one has now almost to go and beg men to play in the important matches, and surely there is something radically wrong when one has to do this. I sincerely trust that there will be more competition in the coming season, more particularly amongst the younger members, to get a place in the team in one of the representative matches. It is not long ago since we always looked for a large number of men from the Hongkong and Shanghai Bank in the Hongkong Cricket Team, but it is to be regretted that not one man of the numerous staff in the Bank figures in the list of batting or bowling averages for last season. Only a few years ago, I believe, the Bank could put a full team in the field, and I may mention that in Shanghai there is an annual match between Wafong and Taihook. Why can't some similar match be arranged in Hongkong? I trust the Bank men will not take offence at my mentioning them in particular, but they comprise the biggest sports in the East, and naturally this colony expects something from them in the cricket line. We know they flourish at other games, but at cricket we see nothing of them. Of course there are many other civilians in Hongkong who are officers who would also come forward, and I said before that in a place like Hongkong, which is growing every day, it is with the greatest difficulty to get eleven men together, and it makes one feel inclined to say that if things are going on in this state the club had better be shut up as a Cricket Club and started as a Croquet Club. Football, golf, and other sports and Volunteering have undoubtedly had an adverse effect on the colony on the national game, and the alteration in the mail day for Europe some few years ago has helped to lessen the interest of civilian members, but I hope there will be a revival of cricket in Hongkong during the coming season, and that we shall not hear the remarks from the older and non-playing members that they wish to see cricket and not humbug when they come to see a game. I am quite sure the incoming Committee will carefully note any remarks or suggestions from members for the welfare of the national game. We are at present a very small committee, Mr. Justice Wise (President), Messrs. G. D. Campbell, (Hon. Secy.), C. O. Nicholls, H. A. Nicolle, and Dr. J. A. Lawson being absent. I regret that our Hon. Secretary has just lately left for South Africa in ill-health. The thanks of the Club are due to him for his secretarial hard work for the benefit of the Club. Through his efforts in a great measure many matches have been won for our Club, notably the last cricket match in Shanghai, and his untiring energy and will power often saved his side from defeat, with things looked black. I am sure we are all glad to see him return to good health and to see him back again amongst us, yielding the willow. (Hear, hear.) Mr. Nicolle will be leaving for England next spring, and he has resigned the post of Hon. Treasurer. We were very pleased to find a substitute in Mr. Hinds, and I hope you will elect him for the present season. Mr. Nicholls' loss will be much felt on the Committee, for he practically did all the Raquet Court work and he devoted a good deal of time last season to revising the rules and regulations of the Courts. We anticipate that the team willings, sanctioned as the external policy of the Club, held in June last will be in some way the ground by the end of the year. The end of the year will make a big hole in our credit balance. The

present Pavilion has again been patched up and will have to last another season or two until we can feel that we are in a strong enough position financially to erect a larger and more commodious one. This matter has been before your present Committee, but they felt that the repairs were more urgently needed than the new pavilion. We had intended sending a team to Shanghai, but regret that the troubles in the North of China have prevented our doing so. We have invited Shanghai to come down here and we hope they will be able to meet us on our ground, although we have just heard from the Hon. Secretary of the Shanghai Club that it is exceedingly doubtful if they will be able to visit us this season. Before moving the adoption of the report and accounts I shall be pleased to answer any question to the best of my ability. Mr. J. Mackie asked if it was not a fact that at the last annual meeting the cost of tiffens and refreshments was discussed and whether it was not decided that the amount, if not cut off altogether, should be reduced. There was an expenditure of \$572.50 on tiffens and refreshments during the year, and they practically only had 11 men playing cricket. That was about \$40 apiece for chow, and that was all they had done; they had not played cricket. (Laughter.) They also had \$195.80 for Jakes and refreshment for the Raquet Court. A man did not want his liquor there, for a game for which he practically paid nothing to be allowed to play.

Captain LANGHORNE—I have a profit of 17 per cent on the liquor.

Mr. Mackie—I think you ought to make a larger profit.

The CHAIRMAN said the question of the cost of tiffens was not brought up at the previous annual meeting. It had been discussed by the committee, and they of course left it to the members to say whether the full tiffens were to be continued. As a matter of fact a good deal of the \$572 was for tea and cakes and other things for the ladies who came down to see the matches. It was a good thing for the players to have tiffens there, because now they had only one day for cricket and a short day at that, and it was well to keep the men there. They sometimes stopped play at one o'clock and started again at half-past one or five and twenty to three. They always had free tiffens, but of course that was no reason why they should continue to have them.

Mr. THOMSON—Rent of telegraph pole \$1. What is the meaning of that?

The CHAIRMAN—That is the rent received for allowing a telegraph pole to be put on the ground.

Mr. THOMSON—But there is none here. (Laughter.)

Captain LANGHORNE—That does not matter if we collect the rent.

The report and accounts were then adopted, on the motion of the CHAIRMAN, seconded by Mr. T. SERCOMBE SMITH.

On the motion of Mr. MACKIE, seconded by Mr. THOMSON, it was decided that the incoming committee should consider the cost of the tiffens and refreshments and see if it could not be reduced.

The CHAIRMAN, in proposing Mr. E. W. Mitchell as president, observed that none of the non-playing members, except perhaps Mr. Wise, took a greater interest in cricket than Mr. Mitchell, and if they elected him he believed it would be to the benefit of the club.

Mr. THOMSON seconded the motion was carried.

Mr. MITCHELL returned thanks, saying that he should endeavour to the best of his ability to promote the interests of the club and of Hongkong cricket generally.

Mr. SERCOMBE SMITH was elected hon. secretary on the motion of Mr. P. A. Cox, seconded by Captain LANGHORNE.

On the motion of the CHAIRMAN, seconded by Captain LANGHORNE, Mr. E. Hinds was elected hon. treasurer.

The following were appointed on the committee:—Mr. F. Maitland, Mr. P. A. Cox, Capt. Langhorne, R.A., Mr. H. Pinckney, Lt. Strong, R.M.L.I., and Mr. E. A. Ram.

A vote of thanks to the CHAIRMAN concluded the proceedings.

## HONGKONG VOLUNTEER CORPS.

## "D" INFANTRY COMPANY.

The Infantry branch of the local Volunteer Corps has been steadily going ahead since its "recruit" stage of year ago, and it was encouraging to see 27 members turn up on Sunday morning last to compete for a very handsome cap presented by the Hon. J. J. Kewick. Owing to its being the first shot of the season, most of the competitors were firing over the range for the first time, and, with an extremely tricky wind, the result was poor scoring. This will, no doubt, be much improved as the season progresses. The following were the best scores:—

300 600 600 H Cap To-morrow	25 25 25 25 25 25
Pte. J. Andrew	25 25 25 25 25 25
Pte. A. Mackenzie	25 25 25 25 25 25
Capt. J. M. G. Forbes	25 25 25 25 25 25
Pte. J. Skinner	25 25 25 25 25 25
Pte. J. Horley	25 25 25 25 25 25
Pte. J. J. Gillings	25 25 25 25 25 25
Pte. D. M. Graham	25 25 25 25 25 25

Winners of spoons.

Fired on Saturday last.

## LATEST STEAMER MOVEMENTS.

The steamer *Catharine Apor*, from Calcutta, left Singapore for this port on the 15th inst.

The N. Y. K. steamer *Yasuda Maru* (Australian Line) left Manila for this port on Sunday, the 16th inst., and is expected to arrive here on the 18th inst.

The N. D. L. steamer *Preussiger* left Shanghai for this port on Saturday, the 16th inst., at 4 p.m., and may be expected here to-day.

The N. P. steamer *Monmouthshire* sailed from Portland for Japan and Hongkong on the 14th inst.

The O. & O. steamer *Gladie*, with mails, &c., left Shanghai for this port on Monday morning, the 17th inst.

The T. K. K. steamer *Hongkong Maru*, with mails, &c., which left here on August 6th for San Francisco via Shanghai, Nagasaki, Kobe, and Yokohama, arrived at Yokohama on the 14th inst.

The O. & O. steamer *Doric*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki, and Shanghai on the 15th inst.

The P. & O. steamer *Bombay* left Singapore for this port on the 15th inst., at 5 p.m.

The P. M. steamer *Algon*, with mails, &c., which left here 4th August for San Francisco via Moji, Kobe, Yokohama, and Honolulu, arrived at her destination on the 12th inst.

The N. D. L. steamer *Bismarck*, from Hamburg, left Singapore for this port on the 16th inst., and may be expected here on or about the 22nd inst.

The O. & S. steamer *Homeric* left Singapore on the 16th inst., at daylight, and is due in Hongkong on 20th inst.

## THE NEW CONSUL-GENERAL.

The following important and interesting notification relating to the Consular Service in China appears in the *London Gazette* of 14th ult.:—The Queen has been graciously pleased to appoint Benjamin Charles George Scott, Esq., to be Her Majesty's Consul-General at Canton, and William Richard Cusack, Esq., to be Her Majesty's Consul-General at Tientsin. The *London and China Express* thus comments on this:—The Government is to be congratulated upon these two appointments, which will be heartily welcomed by the commercial community both at home and in the Far East. Recent events have naturally contributed to make Canton in the South and Tientsin in the North centres of special interest, and from this point of view alone it was doubtless advisable to increase the rank of the British representatives there, whose duties by the force of circumstances had become more important and onerous; but apart from this aspect British commercial interests in North China alone warranted the creation of a consul-generalship at Tientsin, and we are disposed to regard the promotion of Mr. Cusack as an indication that the Government is alive to the importance of our stake in this part of China, and that they do not intend to abandon any of our interests there. It would be superfluous to enlarge upon British commercial interests in South China, but the promotion of Mr. Scott to be Consul-General at Canton is distinctly a step in the right direction. As to the qualifications of these two officials we need say nothing. Both have seen considerable service in various capacities in whose hands British interests may be left with every confidence."

## THE COREAN DILEMMA.

The Seoul correspondent of the *Times* writing in July says:—The law of the equilibrium of forces is sure to assert itself. From the very day that Corea became a member of the family of treaty Powers it was inevitable that sooner or later her power for agricultural advantages must be shared. The mere law of supply and demand made it sure that so long as a man could live more comfortably in Corea with a certain expenditure of muscle than he could in Japan or China, just so long those contiguous peoples would flow in upon her until the industrial equilibrium was attained.

But Japan's and Russia's interests in Corea are not at all of the same kind. Russia needs the peninsula as a strategic base—a connecting link between Japan and the great Russian Empire. It is a food supply and a market for her manufactured goods. The Japanese claim is the more natural of the two, and the fairer, for she proposes an equitable exchange of commodities. She proposes to take Corea's surplus food products, and in return give the Corea the benefit of her cheap manufactures. This is a mutual benefit. What would Russia propose to give in exchange for paramount influence in the peninsula? She has nothing to give except the doubtful boon of Russian citizenship. There are those who have constantly and strenuously maintained that Japan is only a genuine friend that Corea has and they are right. Japan is the only Power that is vitally interested in seeing the autonomy of Corea preserved. We do not believe that Japan has any desire to play the dictator in Corea, she only wishes that Corea would listen to commonsense advice—such advice as would render the peninsula of ten-fold more value, not only to herself, but to her neighbours as well. Japan demands that the treasure-house of Corea be opened up, and that the treaty promise that every kingdom makes upon entering the family of treaty Powers, to make herself in some way useful to the world, should be fulfilled. But the past 20 years have witnessed a series of blunders on the part of the Japanese which have tended to accentuate the ill-feeling that exists in every Korean mind against Japan. The greatest of these blunders has consisted in allowing thousands of adventurers and speculators to come to Corea with the notion that Corea was an excellent place to become rapidly rich through trickery. This class of men has done more harm to Corea than all the good that Japan has done.

This fact is a pregnant one, and will have a large part to play in the final adjustment of Corea. To-day the vast majority of Corea's judges, the Japanese merchants who have settled in Corea, the lesser officials, have not been by any means satisfactory. Far seeing Japanese have protested against this state of things, and some attempt has been made to correct the mistake, but it will take many a year to make the generality of Koreans believe that Japan is a true friend of Corea.

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## GERMANY AND CHINA.

From the reports of the German Emperor's speech to the officers of the first detachment leaving Bremerhaven for China it appears that the Kaiser, after referring to the difficult task before them, remarked that four years ago he intended to give a warning to Europe in his drawing inscribed "Nations of Europe Preserve Your Most Sacred Possessions," but his warning remained unnoticed. The present position of affairs was brought about by entirely andro estimating the enemy. Had the Legations had any notion of the ferment among the Chinese their Governments would have seen to their safety in time. The Kaiser went on to say:—Do not rest until you have dashed your foe to the ground, until he implores mercy on his knees. If (continued the Kaiser) you are asked by foreign officers what my political intentions are, you can say the greeting of the relations, the re-establishment of the status quo ante, and the establishment of a strong Government which can give us the necessary written guarantees against the recurrence of these troubles. I shall oppose to the uttermost any partition of the Chinese Empire. In my opinion this is not to be thought of. Above all, beware of underestimating the enemy. Imagine that you have always before you a European foe equal to yourselves; but remember his cunning, treat him well, for he can be wounded round your finger. He has far too distinct feelings of right to suffer with patience unjust treatment.

The Kaiser then referred to Admiral Seymour, whom he would counsel to have necessarily animated. "Beware of splitting your forces. It would have been better with Admiral Seymour had he not proceeded against a city with a million inhabitants with 2,000 men! This is regrettable, as Admiral Seymour in his youth fought against the Taku forts, and might have employed the experience gained there."

After recommending the officers to imitate the English in practicing their troops in bodily exercises, he warned them in their intercourse with foreign officers to seek their political feelings. "We all," he concluded, "are fighting the same foe for the maintenance of civilization, we especially for our religion."

This speech, says the *Daily Chronicle's* Berlin correspondent, produced no comment in the Press. The newspaper which first reported the speech is condemned on all sides for indiscreetly publishing a speech exclusively intended for the narrow circle of officers to which it was addressed. Had it been intended for publication, it is stated that the passage casting a slight on Admiral Seymour would have been omitted.

The *Kreuz Zeitung* of the 15th ult. deals with the question of German policy towards the re-organization of Chinese finances. A war indemnity, it maintains, cannot be levied on the Chinese Customs, as these are controlled at the present time. The entire financial system therefore must undergo reform and be placed under European direction. China is one of the richest countries on the earth, and probably there are more Chinese millionaires than of any other nationality. A property or income tax is therefore desirable, for it would furnish a sum by means of which the war indemnity might be liquidated, and it would also furnish the Chinese Government with money and make it independent of greedy Viceroy. According to the *Kreuz Zeitung*, the most difficult task of the Allies will be in connection with this financial question. Should the allied forces on this financial question to Peking find that there is no Chinese Emperor or Government with which to treat, the questions then to be considered will be of a purely military nature. In that case it will be difficult to avoid a temporary partition of China into spheres of influence. After the relief of Peking, continues our German contemporary, the main body, under Count von Waldersee, should press forward to make all other arrangements and decisions.

It is hardly necessary to point out, as the *Daily Chronicle* correspondent observes, that this plan takes for granted that Count von Waldersee, in addition to his military powers, will be entrusted with far-reaching political functions; but there is no shadow of evidence to prove that any Power but Germany is prepared to give him powers beyond the military control of the forces in Pechili operating for the relief of Peking. To do so would be to give Germany a preponderating voice in the settlement of the China question, to which her position in the Far East does not entitle her.

The *Kreuz Zeitung* of the 16th ult. betrays considerable fear that England as soon as the Chinese will be able to make a stand, will seek to pursue her own "selfish" policy. This same policy appears to cause alarm to other German papers also.

## LATE TELEGRAM.

## "OSTASIATISCHE LLOYD" SERVICE.

**THE CRISIS.**

Berlin, 7th September.

In a speech at Stettin H.M. the Emperor said that he was convinced that the army sent to China would succeed in restoring order. The merchant would nonetheless be in absolute safety and able to attend to his business without danger; he need have no fears for the future.

The last transport of the German Asiatic expedition has left to-day.

A French transport has left Algeria for China with 1,000 men.

## MR. BRODRICK ON THE CRISIS.

Mr. Brodrick, at a "Primrose fete," on the 15th ult., said:

"Our minds at this moment were fixed almost as much upon China as upon South Africa. As regarded the duty of rescuing the hard-bossed Legations, there was, he was glad to say, no difference of opinion in the minds of any Englishmen, Radical or Conservative. The Government had made it perfectly clear that everything which it lay in their power to do, by pressure on other Powers, by judicious use of support, by ordering our troops from India, had been promptly done, and they were not without hope that the release of those Legations would be shortly achieved. But we had other great interests in China, which this country could not desert. In the Yangtze Valley, there were millions of British property and thousands of British lives involved, and the Government were prepared, if necessary, to land troops at Shanghai to see that the British in that region were not handed over to lawlessness and anarchy. Whatever any man might say of the incapacity or inability of the Government's proceedings in other respects, accepted as Great Britain was more largely in South Africa than she had ever been in any part of the globe during the whole of our history, it had not been possible for him to suggest that they had been wanting in their duty as one of the Powers of Europe in so remote a place even as the north-east of China. That he took to be a sign of confidence in the Government, because whatever critics might say of them, they knew they were determined to risk everything, to put forward all their strength and resolution, before they allowed British interests to go down in any part of the world. He could not help feeling that the outlook in China was more satisfactory than it was a few days ago. Our troops were near Peking. The Chinese Government and those who used their power in China were equally aware that the Powers of Europe would hold them personally responsible for anything which might happen to the British Legation. He thought there would be some detour in that knowledge, now that a time for reflection had been given. Beyond that he thought they would all welcome the appointment of the Generalissimo to conduct affairs in the Pechili, and the fact that a very distinguished German officer had been accepted by all the Powers to lead the Allied troops. This country had often found its interests running side by side with those of Germany, and he hoped that as good comrades they might advance together again, certainly to victory, and let them all trust also, towards the strengthening of the tie between that great nation and ourselves. It was also a matter for congratulation that our Admiral and our Military Commander and our Consul-General on the Yangtze found it possible to deal with the Viceroy who controlled that portion of China and had been able to promise them support. They had every reason to hope that the influence of those great officials would be thrown against this insurrection and anarchy, which, if allowed to spread throughout China, must not only have altered the future of that country, but would have been a permanent danger to the peace of the world."

Dr. G. C. Low, who recently made the discovery of the transmission of the *Plasmodium malarie*, the cause of elephantiasis, from the mosquito to the human being in specimens brought from Australia, simultaneously with a similar discovery at Bombay by members of the Liverpool Medical expedition is a student of the London School of Tropical Medicine, and was awarded the Craggs Scholarship of £300 per annum tenable for three years. More recently, in company with Dr. L. Westerman Sambon, one of the teachers of the school, Dr. Low went out to one of the most malarious regions of the Roman Campaign, for the purpose of carrying out an experiment regarding the prevention of malaria, which was organized and equipped by the Colonial Office.

## A FRENCH CRITIC ON CHINESE POLICY.

*L'Echo de Chine* quotes an article from the *Petite Gorand*, wherein M. G. Hanotiaux discusses China's attempts to sow discord among the Allies. The writer says:—To America and France a request is sent for their mediation; to Germany, who must especially resent the loss and the affront put upon her by the death of her Minister, Baron von Ketteler, a humble apology is made, and pardon, so to speak, is begged. With Russia negotiations go on at St. Petersburg. In the case of Japan the identity of race and interests as against Europe is invoked. And finally with England a whole campaign of clever insinuations and interested inducements is undertaken by means of intermediaries who are naturally the business men residing in the great commercial centers, Shanghai, Canton, etc.

So, while the allied troops marching side by side, are capturing Tientsin, the Cabinets each and all are following a policy which, notwithstanding the mutual good feeling, is designed of not being always completely identical, because the interests concerned and the modes of thought of each of the Powers differ.

Russia recoils, England reflects, Germany sends a large number of troops quickly and quietly, Japan has already a whole army on the spot, and is preparing another. America believes up to a certain point in the good faith of the Chinese and hesitates considerably about going to the bottom of the affair. France does what she can not to be caught unprepared in the south, and sends such forces as she has at her disposal.

## LION IN A RAILWAY CARRIAGE.

The tall story of the remarkable adventure in which Mr. Ryall, a well-known district superintendent of police, was killed by a lion in a railway carriage while journeying in East Africa, is told in the *East African Uganda Mail* by a fellow-passenger. The train had come from Mombasa to Kisumu. Here Mr. Ryall was told there was a lion within 200 yards, and he, therefore, detached his corridor carriage, walked up the train to another compartment, in which were Mr. Heubner, Mr. Parenti, and the narrator of the story, and suggested a search for the beast. The three men joined Ryall, but the hunt was unsuccessful. As however, the stationmaster told them two lions prowled about the station every night, Parenti, Heubner and Ryall decided to remain on watch in the detached carriage which was shunted on to a siding. About midnight, Parenti went to sleep on the floor, while Heubner occupied a bed above, and Ryall sat on his seat and kept first watch. At 1.30 Parenti woke with a start and found a lion treading on him. He saw the beast's forepaws on Ryall's body, and heard Ryall utter a cry. He tried to reach his gun, but failed, and then he managed to crawl through the window. He ran for the station master, and on returning, they found Heubner in the kitchen at the back of the carriage. "Ryall! Ryall!" they called, but there was no answer. Then the station master and his men went back with burning brands to the carriage. They found it drenched with blood, but empty. Ryall could not be seen. Day dawned, and outside they found more blood and many footmarks, both of a lion and a lion's cub. Ryall they never found.

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## Hongkong, 18th January, 1898. [2559]

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## Hongkong, 21st December, 1894. [623]

## NOTICES TO CONSIGNEES

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamship

## FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being loaded and placed at this risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, marked by mark and delivery can be obtained as soon as the Goods are loaded.

This vessel brings on Cargo:—  
From London, &c. ex ss. *Himalaya*.  
From Australia, &c. ex ss. *India*.  
From Persian Gulf, ex ss. *Sindia*.  
Optional goods will be landed, here unless instructions are given to the contrary before 1 p.m., TO-DAY.

Goods not cleared by the 21st instant, at 4 p.m., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

A. M. MARSHALL,  
Acting Superintendent.

Hongkong, 15th September, 1900. [1]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## NOTICE TO CONSIGNEES.

## FROM TRIESTE, FIUME, PORT SAID, ADEN, KARRACHI, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

## THE Steamship

## "MARQUIS BACQUEHEM"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

This vessel brings Cargo:—  
From Livorno, ex ss. "Corcia," transhipped at Port Said.  
From Venice, ex ss. "Maximiliano & Styria," transhipped at Trieste.

Optional Cargo will be discharged here unless notice to the contrary be given immediately. No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the undersigned before Noon, on the 21st September, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st September will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & CO., Agents.

Hongkong, 14th September, 1900. [2384]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## NOTICE TO CONSIGNEES.

## FROM KOBE.

## THE Steamship

## "CHINA"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

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at No. 1, Queen's Road East, Hongkong.  
Hongkong, 17th October, 1899. [1899]

## OUR PARIS LETTER.

Paris, 17th August.

With Peking occupied, and De Wet cap-  
tured, two questions full of "slime" will be  
on the high road to solutions. The Allies, less  
Russia, and of course, France, are opposed to  
the dismemberment of China, at least for the  
present. When Bonedick stated that he would  
die a bachelor, he never thought at the time  
that he would live until he was married.  
Should whatever remains of the Chinese have  
skedaddled, with their F impress at their head,  
into some man's land in the interior of the  
realm, that will not yet get rid of their re-  
sponsibility for their misdeeds. There must  
be an eye for an eye, and a tooth for a tooth.  
Flight means a renunciation of power, as com-  
pletely as when Charles X bolted for Holy-  
rood House, or Louis Philippe for Claremont.  
To select and to set up a fresh monarch or  
dynasty might be too much even for the Allies  
to undertake. Worse, it might prove an apple  
of discord for them. The Celestials would fall  
out and fight, while the "foreign devils" could  
hardly keep a ring. There would be the psycho-  
logical moment quickly arrive, when each Power  
would have to fight for its own hand, and pro-  
mise and pie-crust would be lost to sight, and  
not held dear to memory. Count von Wahlenberg  
is fully qualified to be a commander-in-chief, a  
generalissimo in a word. But if he will not be  
obeyed, what then? He is indeed a bitter pill  
for the French to swallow. But what cannot  
be cured must be endured. The immediate  
work is to save the *divine* of the Legation.  
The worst known, the Allies can then decide  
upon the next step. Every one here is dead  
against allowing that old diplomatist and sin-  
ner of the deepest dye, Li Hung-chang,  
to have any part in the winding up act.  
He only aims to sow the wind. The in-  
jured nations need not count upon him for  
the payment of their indemnity bills. No  
crooked ways to try and have China as straight  
as an Asiatic power can be made. As Jeremy  
Taylor observed, "You require a long spoon to  
scoop up the Devil." For the moment let  
us treat the Celestials only with mailed fists.  
They can bear a great deal of retribution.

The epidemic of strikes is spreading, and to  
such an extent as to seriously affect, not to say  
paralyze, business in many quarters. The out-  
break of the stokers and coal-trimmers connected  
with the mail and cargo boat services is very  
severe. All the quay men of the chief sea-ports  
of the country are uniting. Some companies  
at once conceded the demands of the men; a  
reduction of labour hours to eight daily, and  
an increase of pay, averaging 25 per cent., are  
exact. It is here where French legislators  
are hoisted up with their own petards. They  
have accorded all sorts of bounties to the ship-  
ping interests; "Let them still give more,"  
affirm the strikers, "and then our claims can be  
met." Troops destined for China cannot set  
sail as the ships have no firemen. One admiral  
at Havre announces that he will supply detained  
vessels with the necessary hands they require  
from his squadron, and will provide his ships  
with the first men on the naval reserve lists he  
can secure. That is a kind of pre-gang recruit-  
ing. In other cases, passengers are waiting to  
depart, while others are anxiously awaiting to  
land, but as there are no hands to discharge the  
goods, &c., they have to wait, support all those  
inconveniences, while claiming compensation  
for loss of time, &c. French commerce is already  
weighed down in its shipping department with  
heavy rates of freight. It must be more so now.  
Several auxiliary trades connected with the ship-  
ping industry have joined the strike. The  
cabmen have their strike in Paris, 8,000 men are  
"out"; their employers have replied to demands  
for more wages—between three and four francs  
a week—by locking up their stables. The strikers  
have to put up with great hardships, since their  
material necessities have no subsistence money to  
last for any length of time. The end of the cab-  
men's strike is consequently near.

There is being experienced a sort of Derby  
anxiety to know the "final" of Lord Kit-  
chener's chase after De Wet. Not that there  
is any doubt but that the latter will be gripped  
in the end. He has really proved the best man  
the Boers produced. Opinion does not quite  
understand the African war at all now. No  
one openly accuses Lord Roberts's hand of  
having lost its cunning, but matters do not run  
smoothly with him of late. The French give  
the whole British army in South Africa  
fails to catch a very belated enemy with 3,000  
or 4,000 men. The cause is still attributed to  
the leniency of the general, and that has been  
dictated by the home authorities. It is a policy  
that has been condemned here, however, although  
it must be confessed the French interest in the  
war has dwindled down to a very low ebb.  
There is a knot of politicians out of work and of  
writers on Providence, who keep the Boer  
question alive, and themselves too, by the con-  
tributions sent them to harrow the English.  
But the game is played out. Dr. Leyds is  
nearly as much forgotten as last year's snow.  
France in her heart would wish Kruger  
to be disposed of, since he has fallen like  
Lucifer—never to rise again. While Eng-  
land is on the war path, there is danger, it is  
said, in the atmosphere, and a reason always  
for her being ready to spring a contest on  
some Power: for them, it is over the lamb

that troubles the stream. Since it seems that  
the delay in winding up the Boers is due to the  
want of cavalry, on the side of the English, the  
question is continually asked, why they cannot  
secure local horses, the same as do the Boers?  
Failing to obtain supplies by capturing the  
enemy, seize the animals in the "absent"  
farmers' homes, and purchase also steeds from  
the Basutos. Now that the Orange River  
Colony has been annexed, the country should be  
at once put on its administrative legs, securing  
pension, post, and place for freed and loyal men.  
If natives, equally select some of them, provid-  
ing them answer to the desired description.  
There must be more than ten just men left  
among the Doppler fraternity.

"Blessed are they that expect little, for they  
shall not be disappointed." Improvement was  
anticipated in the economic situation of the Ex-  
hibition, no none is to be recorded. The first  
bankrupt side-show—the Rue du Caire—a poor  
copy of the 1889 Cairo Street Edition, has at last  
come under the hammer; three camels have just  
been sold for 250 francs, and the highest price  
for a veritable herd of donkeys was 40 francs!  
The majority of the animals were purchased by  
a hippic butcher. Serpents and such small deer  
were knocked down for a mere song. The native  
"artists," dancers, jugglers, acrobats, &c., indeed  
constituted a most terrible picture of disappoint-  
ment and despair. The Commissaire de Police  
will have them all conveyed back to Alexandria.  
The "Panorama Marchand" has also come to  
grief; 108,000 francs were sunk in that *Pashada  
bagatelle*; the restaurant established in the build-  
ing was to pay over 20 per cent. of its receipts—  
350 francs a day, and the Court has nominated a  
Receiver for the property. The waiters of res-  
taurants are organizing a strike against their  
employers taking 50 per cent. of the tips daily  
from the collection; while everyone who obtain-  
ed a concession is begging the Exhibition Com-  
missioners to make now the concession of a sub-  
stantial writing-off from the original figure. All  
that the Commissioners will do is to continue to  
take, by monthly instalments, the sum agreed to  
be paid, and for the debt they have starling  
security. That is the "easy payment  
system." Reduction of payments do not enter  
into the French character.

The most curious machines, and those most  
generally visited, are those for making pins,  
needles, corkscrews, hooks and eyes, and carpet  
tacks, nails, &c. The majority of pins and  
needles are lost, or become wet, rusted, fall  
to dust and are blown about by the first  
storm. Now all these essential necessities of  
life, that at one time required so many different  
machines to produce, are prepared in count-  
less numbers on the same principle of  
putting the wire into the machine, and out  
comes the needle, pin, carpet nail, long hair-  
pin, corkscrew, &c., by one machine. You can  
have hooks and eyes, &c., made while you wait.  
The Germans continue to prove the most  
successful exhibitors. They deserve to win, as  
they certainly worked hard to accomplish that  
end. They talk as if it were certain that the  
Kaiser will be welcomed to the capital before the  
close of the Show. The cause of the pecuniary  
failure of the speculation continues to excite  
attention. All good Anglophobists attribute it  
to the jealousy and hostility of the English;  
perhaps to the latter in a measure as a reply to  
the mad conduct of the French in their insane  
attacks on the British—their best customers;  
but more sober heads allege the initial error  
lay in holding out at all, when the nation was  
against the project, and lastly in making the  
plan too extensive; and concluding that France  
was ready to buy the concessions at any fancy  
prices. There was a time when a medal ac-  
corded at an International Show possessed value;  
this is no longer the case.

In the statistics of the Newspaper Press of  
France for 1900, there appears to be in-  
Paris 2,700 journals and periodicals; 164 of the  
journals are political, but only 90 purely so.  
There are 185 reviews published in Paris, of  
which 17 are weekly. Last year the number of  
papers and periodicals published in the "depart-  
ments" and the colonies was 4,051; to-day the  
number is 79 less. Only 60 of the political jour-  
nals are classed as royalist, and the latter are  
rapidly disappearing.  
Some well-intentioned Frenchmen are as-  
siduously labouring to convince the English  
that the hostility against them is purely the out-  
come of some mad Parisians and their wild  
journals, and that they ought not to be taken  
as representing the province. That is but an  
opinion, and if true, is not to be regretted. But  
this fact has to be remembered. When the  
hatred against the Saxon was at frenzy point  
at the beginning of the year, not a single public  
meeting was held anywhere to protest against the  
scandal; nay more, the very men who now come  
forward to plead forgetfulness of such deplorable  
attacks on the British Empire, and last,  
but not least, on its beloved Queen, they  
were as active as the rest of Anglophobists.  
Certainly had the defence been earlier it would  
have been better. Now Britain wields the power  
of defending herself, and will continue to do  
so henceforth; her best friend is herself. This  
she has found out at last.

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**JARDINE, MATHESON & CO.**  
Hongkong, 3rd May, 1895. [1633]

**WO FAT & CO.**

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No. 11, LES YUAT STREET, EAST.  
Hongkong, 23th July, 1900. [2074]

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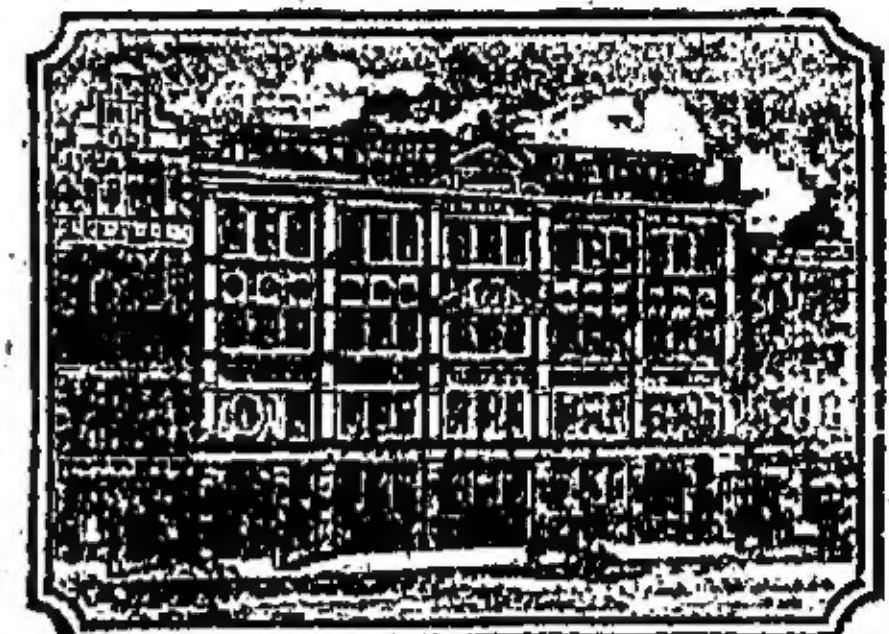
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Hongkong, 17th August, 1887. [27]

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Hongkong, 16th November, 1872. [24]

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Current Rates.

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NEW YORK VIA SUEZ CANAL	ORWELL	Brit. ship	—	Nippon Yusen Kaisha	MELCHERS & CO.	On 22nd inst.
NEW YORK	NORWOOD	Brit. ship	—	Nippon Yusen Kaisha	MELCHERS & CO.	On or about 25th inst.
NEW YORK	SACHSE	Brit. ship	—	Nippon Yusen Kaisha	MELCHERS & CO.	On or about 30th inst.
NEW YORK VIA SUEZ CANAL	ASTORIA	Ger. str.	—	Nippon Yusen Kaisha	MELCHERS & CO.	On or about 10th Oct.
VICTORIA, B.C., & TACOMA VIA FOCHOW, &c.	GLAUCUS	Brit. str.	—	Nippon Yusen Kaisha	MELCHERS & CO.	On 26th inst.
VANCOUVER, VIA SHANGHAI, &c.	CLYDE	Brit. str.	—	Nippon Yusen Kaisha	MELCHERS & CO.	On or about 18th inst.
PORTLAND, OREGON, &c.	ALCINOUS	Brit. str.	—	Nippon Yusen Kaisha	MELCHERS & CO.	On 20th Oct.
SAN FRANCISCO VIA SHANGHAI, &c.	PAECIUS	Brit. str.	—	Nippon Yusen Kaisha	MELCHERS & CO.	To-day, at 5 P.M.
SAN FRANCISCO VIA AMOY, &c.	HECTOR	Brit. str.	—	Nippon Yusen Kaisha	MELCHERS & CO.	On 6th Oct., at Noon.
SAN FRANCISCO VIA NAGASAKI, &c.	ORWELL	Brit. str.	—	Nippon Yusen Kaisha	MELCHERS & CO.	On 21st inst., at Noon.
SAN DIEGO, &c. VIA SHANGHAI, &c.	NORWOOD	Brit. str.	—	Nippon Yusen Kaisha	MELCHERS & CO.	To-day.
AUSTRALIAN PORTS	ASTORIA	Ger. str.	—	Nippon Yusen Kaisha	MELCHERS & CO.	On 27th inst., at Daylight.
AUSTRALIAN PORTS	SAKONIA	Ger. str.	—	Nippon Yusen Kaisha	MELCHERS & CO.	On 28th inst., at 4 P.M.
AUSTRALIAN PORTS	BANBERG	Ger. str.	—	Nippon Yusen Kaisha	MELCHERS & CO.	On or about 29th inst.
YOKOHAMA, VIA NAGASAKI & KOBE	ORWELL	Brit. str.	—	Nippon Yusen Kaisha	MELCHERS & CO.	On 20th inst., at Noon.
YOKOHAMA, VIA NAGASAKI & KOBE	NORWOOD	Brit. str.	—	Nippon Yusen Kaisha	MELCHERS & CO.	To-day, at Noon.
YOKOHAMA, VIA NAGASAKI & KOBE	ASTORIA	Ger. str.	—	Nippon Yusen Kaisha	MELCHERS & CO.	On 22nd inst., at Noon.
YOKOHAMA, VIA NAGASAKI & KOBE	SAKONIA	Ger. str.	—	Nippon Yusen Kaisha	MELCHERS & CO.	To-day, at 4 P.M.
YOKOHAMA, VIA NAGASAKI & KOBE	BANBERG	Ger. str.	—	Nippon Yusen Kaisha	MELCHERS & CO.	Quick despatch.
YOKOHAMA, VIA NAGASAKI & KOBE	KONIGSBERG	Ger. str.	—	Nippon Yusen Kaisha	MELCHERS & CO.	On 20th inst., at Daylight.
YOKOHAMA, VIA NAGASAKI & KOBE	ORWELL	Brit. str.	—	Nippon Yusen Kaisha	MELCHERS & CO.	On or about 22nd inst.
YOKOHAMA, VIA NAGASAKI & KOBE	NORWOOD	Brit. str.	—	Nippon Yusen Kaisha	MELCHERS & CO.	On or about 29th inst.
YOKOHAMA, VIA NAGASAKI & KOBE	ASTORIA	Ger. str.	—	Nippon Yusen Kaisha	MELCHERS & CO.	To-day, at 11 A.M.
YOKOHAMA, VIA NAGASAKI & KOBE	SAKONIA	Ger. str.	—	Nippon Yusen Kaisha	MELCHERS & CO.	To-morrow, at Daylight.
YOKOHAMA, VIA NAGASAKI & KOBE	BANBERG	Ger. str.	—	Nippon Yusen Kaisha	MELCHERS & CO.	On 20th inst., at 4 P.M.
YOKOHAMA, VIA NAGASAKI & KOBE	KONIGSBERG	Ger. str.	—	Nippon Yusen Kaisha	MELCHERS & CO.	On 21st inst., at 5 P.M.
YOKOHAMA, VIA NAGASAKI & KOBE	ORWELL	Brit. str.	—	Nippon Yusen Kaisha	MELCHERS & CO.	On 22nd inst., at 5 P.M.
YOKOHAMA, VIA NAGASAKI & KOBE	NORWOOD	Brit. str.	—	Nippon Yusen Kaisha	MELCHERS & CO.	On 23rd inst.
YOKOHAMA, VIA NAGASAKI & KOBE	ASTORIA	Ger. str.	—	Nippon Yusen Kaisha	MELCHERS & CO.	On 27th inst., at Daylight.

## SHIPPING.

**ARRIVALS.**  
Sept. 16, STEAMSHIP, German transport, 4,000.  
L. Madsen, Singapore 10th September.  
Sept. 16, SHAN, British str., 345, Allan Jones.  
Saigon 12th Sept., Rice and General.  
Bradley & Co.  
Sept. 17, DEWANGONG, German str., 1,700.  
Feytor, Bangkok 10th September, Rice.  
BUTTERFIELD & SWIRE.  
Sept. 17, MALBOM, French transport, 2,500.  
Blanc, Hongkong 12th August.  
Sept. 17, WINGANG, British str., 1,517, T. H.  
Sellar, Shanghai and Swatow 16th Sept.  
General—JARDINE, MATHESON & CO.  
Sept. 17, AFRIID, British str., 2,354, S. Golding.  
Amoy 10th Sept., General—DODWELL  
& CO., LTD.  
Sept. 17, KONIGSBERG, German str., 3,134, E.  
Schuder, Singapore 11th Sept., General—  
MILNERS & CO.  
Sept. 17, HINANG, British str., 1,530, P. M.  
B. Lake, Java 7th Sept., Sugar—JARDINE,  
MATHESON & CO.  
Sept. 17, BRAND, Norwegian str., 1,520, John  
Thorsen, Moji 11th Sept., Coal—DOD-  
WELL & CO., LTD.  
Sept. 17, MACDONIA, British str., 1,044, H.  
Martin, Moji 10th Sept., Coal—JARDINE,  
MATHESON & CO.  
**CLEARANCES.**  
At the Harbour Master's Office.  
17th September.  
Docima, German str., for Haiphong.  
Tatien, Aust. str., for Haiphong.  
Kiching, British str., for Haiphong.  
Haitan, British str., for Swatow.  
Meady, British str., for Shanghai.  
Kyoto Maru, Japanese str., for Moji.  
Melomene, Austrian str., for Shanghai.  
Kuanglee, British str., for Shanghai.  
Nestor, British str., for Haiphong.  
Tienstin, British str., for Shanghai.  
**DEPARTURES.**  
Sept. 15, WESTGATE, British ship, for Port  
Townsend.  
Sept. 16, FORMOSA, British str., for Swatow.  
Sept. 16, CLIVE, British transport, for Bombay.  
Sept. 16, BEWA, British transport, for Bombay.  
Sept. 14, ADAMSTON, Portuguese cruiser, for  
Macao.  
Sept. 16, PUNDIA, British transport, for Taku.  
Sept. 17, SUNDIA, British transport, for Bombay.  
Sept. 17, BALLAABAT, British transport, for  
Bombay.  
Sept. 17, ANCONAUT, British battleship, for  
Peking.  
Sept. 17, MELBOMENE, Aust. str., for Shanghai.  
Sept. 17, BENCUTHA, British str., for Canton.  
Sept. 17, KWANGLEE, British str., for Shanghai.  
Sept. 17, NESTOR, British str., for Shanghai.  
Sept. 17, HAWOI, French str., for Haiphong.  
Sept. 17, TIENSTIN, British str., for Shanghai.  
Sept. 17, JELUNGA, British transport, for H'bay.

## VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship.

"HAITAN"

Captain Rensch, will be despatched for the

above ports TO-DAY, the 18th inst., at

11 A.M.  
For Freight or Passage, apply to

DOUGLAS LARPAK &amp; CO.,

General Managers.  
Hongkong, 15th September, 1900. [2424]

FOR SHANGHAI.

"LOONGMOON"

Captain F. W. Schulz, will be despatched for the

above port TO-DAY, the 18th inst., at

4 P.M.  
This Steamer has superior accommodation forFirst and Second Class Passengers.  
For Freight or Passage, apply to

SIEMSEN &amp; CO.,

General Managers.  
Hongkong, 15th September, 1900. [2425]

FOR PORTLAND, OREGON.

(Booking Cargo for SAN FRANCISCO and

OVERLAND POINTS).

THE Steamship

"SKARPSNO"

will be despatched on or about TUESDAY, the

18th inst.  
For Freight Rates, apply to

T. M. STEVENS &amp; CO.,

4, Queen's Road Central.  
Hongkong, 15th September, 1900. [2365]

THE OSAKA SHOSHEN KAISHA,

LIMITED.

FOR SWATOW, AMOY, AND

TAINANFOO.

THE Company's Steamship

"ANPING MARU"

Captain S. Atsumi, will be despatched for the

above ports on WEDNESDAY, the 19th Sept.,

at DAYLIGHT.  
For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,

Agents.  
Hongkong, 5th September, 1900. [1443]

CALIFORNIA AND ORIENTAL

STEAMSHIP COMPANY.

IN CONNECTION WITH THE

ATLANTIC, TOPEKA AND SANTA FE

RAILROAD CO.

PROPOSED SAILINGS FROM

HONGKONG TO SAN DIEGO

AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

TAKING CARGO AND PASSENGERS

TO JAPAN PORTS AND

HONOLULU.

THE UNITED STATES.

MEXICO, CENTRAL AND SOUTH

AMERICA, &c.  
"BERGENHUS" 3,606 Tons, on 18th Sept.

The Steamer "BERGENHUS" will be

despatched for SAN DIEGO and

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

DESTINATIONS.

SAILING DATES.

YAWATA MARU { NAGASAKI, KOBE and YOKO- THURSDAY, 20th Sept., at

A. E. Moses { HAMA. Noon.

KAWACHI MARU { MARSEILLES, LONDON, and FRIDAY, 21st Sept., at

J. S. Thompson { ANTWERP, VIA SINGAPORE, DAYLIGHT.

{ PENANG, COLOMBO &amp; PORT SAID

SHINANO MARU { SYDNEY and MELBOURNE, via FRIDAY, 28th Sept., at

{ MANILA, THURSDAY ISLAND, 4 P.M.

{ TOWNVILLE &amp; BRISBANE

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the

United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and

Atlantic Steamers.  
For further information as to Freight, Passage, Sailings, &c., apply at the Company'sLocal Branch Office at Prince's Building, First Floor, Chater Road.  
A. S. MIHARA, Manager. [12]

Hongkong, 4th September, 1900.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA

AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND

VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

"EMPRESS OF JAPAN" Comdr. H. Pybus, R.N.R., WEDNESDAY, 26th Sept., 1900

"EMPRESS OF CHINA" Comdr. R. Archibald, R.N.R., WEDNESDAY, 24th Oct., 1900

"EMPRESS OF INDIA" Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 21st Nov., 1900

The magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous

INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN-

COUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and

make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS

of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent

FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection

is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines,

which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return

tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and

Japan Governments.  
The attractive features of this Company's route embrace, its PALATIAL STEAMSHIPS

(second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL

TRAINS (the Company having received the highest award at recent Chicago World's

Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY

through which the Railway passes.  
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operatedby the Company, and their appointments and Cuisine are unequalled.  
For further information, Maps, Guide Books, Rates of Passage, &c., apply toD. E. BROWN, General Agent,  
Pedder Street.  
Hongkong, 30th August, 1900. [9]

HAMBURG-AMERIKA LINE

(FREIGHT SERVICE).

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto,

LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANT, BLACK SEA

## VESSELS ON THE BERTH

## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON

REMARKS.

LONDON { SHANGHAI { About 20th { Freight or Passage.

SHANGHAI { BOMBAY { About 22nd { Freight or Passage.

LONDON &amp;c. { CLYDE { Noon, 29th { See Special Advertisement.

YOKOHAMA VIA NA- (BOMBE) { About 28th { (Passing through the Inland

GASAKI &amp; KOBE { C. H. S. Toques, R.N.R. { Sept. { Sea). Freight or Passage.

SHANGHAI { MALTA { About 30th { Freight or Passage.

LONDON { MALACCA { About 4th { Freight or Passag.

{ E. G. Andrews { Oct. { For Further Particulars, apply to

{ A. M. MARSHALL, Acting Superintendent.

Hongkong, 18th September, 1900. [1]

## NORTHERN PACIFIC

## STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA SHANGHAI,

INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

FOR PORTLAND, OREGON,

IN CONNECTION WITH

OREGON RAILROAD AND NAVIGA-

TION CO.

Steamer. Tons. Captain. Proposed Sailing.

\* GLENCOLE 3,750 W. Frakes Sept. 20

QUEEN ADELAIDE 2,532 E. McNair Sept. 20

VICTORIA 3,502 J. Panten Oct. 16

\* Calling at Fochow and Shanghai.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the

PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED

STATES and to EUROPE.  
Excellent accommodation. First class Table, Doctor and STEWARDESSE carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 249.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery

to the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route

HONGKONG to VICTORIA, TACOMA, or PORTLAND, &amp;c.

The best route to the YELLOWSTONE GOLD FIELDS. Frequent sailings from VICTORIA,

TACOMA and PORTLAND to DRYA and St. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points and to Canadian and United States

Points.  
Consular Invoices of Goods for United States Points should be in quadruplicate, and one copy

must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Rail-

way, Tacoma, Wash., for Goods forwarded via that port, and to the Freight Agent, Oregon

Railroad and Navigation Co., Portland, Oregon, Goods shipped by that route.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous

to sailing.  
Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to

DODWELL & CO., LIMITED,  
General Agents.  
Hongkong, 15th September, 1900. [10]

## IMPERIAL GERMAN MAIL

## LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ,

PORT SAID, NAPLES, GENOA, ANTWERP,

BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,

AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES

IN RUSSIA.



## VESSELS ON THE BERTH.

## U.S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

## VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 18, at 5 P.M.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 13, at NOON.

CITY OF RIODE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Nov. 8, at NOON.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU, on TUESDAY, the 18th September, at 5 P.M.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received in bond until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of this Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 18th September, 1900.

## THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

## FOR MANILA (DIRECT).

## THE Company's Steamship

## "MENMUIR."

Captain R. W. Almond, will be despatched as above on FRIDAY, the 21st instant, at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.

A doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 18th September, 1900.

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR MANILA (DIRECT).

## THE Company's Steamship

## "CHINGTU."

Captain Williams, will be despatched on SATURDAY, the 22nd inst., at NOON.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th September, 1900.

## THE CHINA SHOSSEN KAISHA, LIMITED.

## FOR MANILA (DIRECT).

## THE Company's Steamship

## "TAMU MARU."

Captain H. Nagata will be despatched for the above ports on SUNDAY, the 23rd inst., at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 17th September, 1900.

## NATAL LINE OF STEAMERS.

## THE Undersigned GENERAL AGENTS in China and Japan for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South Africa, in connection with Indo-China Steam Navigation Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for Cape Ports every fortnight. For Freight and further particulars apply to the Agents.

DODD &amp; CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1900.

## VESSELS ON THE BERTH.

## THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

## FOR MANILA VIA AMOY.

## THE Company's Steamship

## "DIAMANTE."

Captain A. Ramsay, will be despatched as above on SATURDAY, the 22nd instant, at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with Electric Light.

A doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 18th September, 1900.

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

## THE Company's Steamship

## "TAIYUAN."

Captain Nelson, will be despatched as above on SUNDAY, the 23rd inst.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th September, 1900.

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

## THE Company's Steamship

## "TAIYUAN."

Captain Nelson, will be despatched as above on SUNDAY, the 23rd inst.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th September, 1900.

## TOYO KISEN KAISHA.

## TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 6, 1900, at NOON.

NISSON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 30, 1900, at NOON.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Nov. 24, 1900, at NOON.

## THE Twin-Screw Steamship

## "HONGKONG MARU"

will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 6th October, 1900, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

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Particulars of the various routes can be had on application.

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Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received in bond until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of this Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 14th September, 1900.

## VESSELS ON THE BERTH.

## SHEWAN, TOMES &amp; CO.'S NEW YORK LINE.

## FOR NEW YORK VIA SUEZ CANAL.

## THE Steamship

## "GLENISK."

will be despatched for the above port on or about SATURDAY, the 22nd September, 1900.

To be followed by the Steamship "ANAPA" on or about 20th October, 1900.

For Freight, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 17th September, 1900.

## OCEAN STEAMSHIP COMPANY.

## FOR LONDON VIA SUEZ CANAL.

## THE Company's Steamship

## "GLAUCUS."

Captain Barrow, will be despatched as above on SATURDAY, the 22nd September.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th August, 1900.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR MANILA.

## THE Steamship

## "AUSTRALIAN."

Captain Helms, will be despatched for the above ports on THURSDAY, the 27th inst., at DAYLIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company, and vice versa.

For Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 11th September, 1900.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR SYDNEY AND MELBOURNE.

## Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &amp;c.

## THE Steamship

## "AUSTRALIAN."

Captain Helms, will be despatched for the above ports on THURSDAY, the 27th inst., at DAYLIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company, and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 11th September, 1900.

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

## TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES.

MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

## VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

GAIJIO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Sept. 27, at NOON.

DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 23, at NOON.

CORTIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Nov. 17, at NOON.

THE Company's Steamship "GAIJIO" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 27th September, 1900, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 7th September, 1900.

## VESSELS ON THE BERTH.

## COMPAGNIE DES MESSAGERIES MARITIMES.

## PAQUEBOTS-POSTE FRANÇAIS.

## STEAM FOR SAIGON, SINGAPORE, BATAVIA, SOERABAYA, PONDICHERRY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

## LONDON, HAVRE, BORDEAUX.

## PORTS OF BRAZIL AND RIVER PLATE.

## ON MONDAY, the 24th September, 1900,

at 1 P.M., the Company's Steamship "SALAZAR," Captain Nègre, with Mail, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 23rd inst. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 18th September, 1900.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

## STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

## THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

## THE Steamship

## "CLYDE."

Captain A. L. Valentini, carrying Her Majesty's Mail, will be despatched from this port for Bombay on SATURDAY, the 23rd September, 1900, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 17th September, 1900.

## SAIL TO NEW YORK.

## THE Sailing Vessel

## "NORWOOD"

## and Sailing Vessel

## "SACHEM"

will sail for the above port on or about 30th September, 1900.

For Freight, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 17th September, 1900.

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour—

NORWOOD, British ship, Thos. Roy, Order. PETER RICKMERS, German ship, Scholer—Arnholdt Karberg & Co.

## HONGKONG STEAMERS.

Afridi, British str., 2,354, Golding, Sept. 17, Dodwell & Co. Limited.

Amara, British str., 1,596, Mattock, Sept. 16, Jardine, Matheson & Co.

Anapa, British str., 2,251, Williamson, Sept. 12, Shewan, Tomes & Co.

Amping Maru, Jap. str., 1,058, Atsuni, Sept. 16, Mitsui Bussan Kaisha.

Agencia, German str., 611, Lorenzen, Sept. 13, J. & J. Olsen & Co.

Benedict, British str., 1,483, Clark, Sept. 11, Gibb, Livingston & Co.

Bergalaine, New str., 1,620, Stevenson, Sept. 14, Butterfield & Swire.

Brand, New str., 1,520, Thomson, Sept. 17, Dodwell & Co. Limited.

Canton, British str., 1,101, Lawrence, Sept. 13, Jardine, Matheson & Co.

Childs, British str., 1,053, Norcomb, Sept. 10, Butterfield & Swire.

China, Austrian str., 3,855, Meyer, Sept. 14, Sander, Wierler & Co.

Choyia, Ger. str., 1,135, Williamson, Sept. 13, Melchers & Co.

Chungking, British str., 1,413, Baile, Sept. 13, Jardine, Matheson & Co.

City of Peking, Apr. str., 3,123, Smith, Sept. 11, P. M. S. S. Co.

Devavongse, German str., 1,200, Faytor, Sept. 17, Melchers & Co.

Empress of Japan, British str., 5,504, Pylms, Sept. 11, C. P. R. Co.

Fausang, British str., 1,410, Mitchell, Sept. 9, Jardine, Matheson & Co.

Feeling, British str., 987, Gordon, Sept. 15, German, Ger. str., 1,714, Bendixen, Sept. 16, J. & J. Olsen & Co. Limited.

Haitan, French steamer, 1,133, Roach, Sept. 15, A. R. Marty.

Hsinang, British str., 1,333, Lake, Sept. 17, Jardine, Matheson & Co.

Kingding, British str., 1,223, Young, Sept. 9, Jardine, Matheson & Co.

Kong Bang, German str., 862, Fuchs, Aug. 23, Butterfield & Swire.

Kongkong, Ger. str., 2,134, Schuler, Sept. 17, Siemens & Co.

Kunming, British str., 2,078, Buller, Sept. 13, Jardine, Matheson & Co.

Kyoto Maru, Jap. str., 1,640, Sakurai, Sept. 12, M. B. Kishida.



